

miles per hour, regardless of any higher track speed specified by the railroad.

(4) NWP shall provide written notice of intended movements of the material(s) to the county or counties in which the movements shall take place, as well as to the California Public Utilities Commission and to FRA's Regional Office in Sacramento, California. Each notice shall state the material(s) to be moved and the point of origination and point of destination. The notice shall be provided no less than five days prior to the movement.

(5) Prior to any movement, the NWP chief mechanical officer shall inspect and certify in writing that any car carrying the material(s) is safe and in compliance with applicable Federal regulations. An inspection and certification will not be necessary for any movement for the purposes of repositioning the car for loading or unloading when such a movement starts and ends on the same track and that track is other than main track.

(6) Any car carrying the material(s) shall be placed so that inadvertent movement, inclement weather, or other occurrence will not cause the car or its contents to fall in any river, stream or other body of water.

This limited lifting of Emergency Order No. 14 is contingent upon NWP's compliance with the terms of the relief. The issuance of this Notice does not preclude imposition of another emergency order should NWP violate those terms.

The restrictions set forth in Emergency Order No. 14 continue to apply to all rail transportation of passengers and of hazardous materials not for internal use by NWP on that portion of track between Willits and Fort Seward, California. Although Eureka Southern was named as the respondent in the Order, its terms and conditions were intended to apply to any successors. Therefore, the terms and conditions apply to Northwestern Pacific Railroad, as the railroad is now known.

This Order remains in effect on this track until the NWP, or any successor thereto, makes sufficient repairs to receive relief under the provisions of the Order. Each train movement in violation of this Order shall subject NWP or any subsequent owner or operator committing the violation to a civil penalty of up to \$20,000. 49 U.S.C. 20104, 20111.

Issued in Washington, D.C. on January 23, 1997.

Jolene M. Molitoris,
Administrator.

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Notice of Safety Bulletin

AGENCY: Federal Railroad Administration (FRA), Department of Transportation (DOT).

ACTION: Notice of Safety Bulletin.

SUMMARY: The FRA is issuing Safety Bulletin 97-1 addressing recommended safety practices for certain locomotives equipped with emergency MU fuel line cut-off devices located inside the locomotive control compartment at a location which enables the cut-off device to be activated unintentionally. **FOR FURTHER INFORMATION CONTACT:** Doug Taylor, Staff Director, Operating Practices Division, Office of Safety Assurance and Compliance, FRA, 400 Seventh Street, S.W., Washington, D.C. 20590 (telephone 202-632-3346).

SUPPLEMENTARY INFORMATION:

Background

Preliminary investigatory findings following the derailment of a run-away Union Pacific Railroad (UP) freight train on January 12, 1997, at Hayden, California, indicate that the emergency multiple-unit (MU) fuel line cut-off device (cut-off device) located inside the locomotive control compartment was unintentionally activated by the locomotive engineer. The engineer was apparently unaware of the activation. Activation of the cut-off device shuts down all MU'ed locomotives within a number of seconds. In this case, all three locomotives in the train were shut down. As a result, the engineer lost all of the dynamic brake retarding effect being used to control the speed of the train down a 2.2 percent grade. The engineer initiated an emergency application of the train's air brakes, but the train continued out of control and derailed at a siding turnout.

The cut-off device on this locomotive is located below waist level on the face of the control stand superstructure on the engineer's left side. Although the plastic guard surrounding the cut-off device was found broken, a test conducted on a similar locomotive indicated that even with the guard in place it was possible to operate the cut-off device simply by brushing it with a person's knee. The locomotive's manufacturer, General Motor's Corporation, Electro-Motive Division, (EMD), indicates that at least 365 SD-

60M series locomotives manufactured for UP are equipped with cut-off devices similarly located. Information available to FRA indicates that these locomotives are identified as UP6000 thru UP6365. There may be other locomotives with similar designs on other railroads.

Recommendation

In light of the potential dangers involved in loss of dynamic braking due to inadvertent activation of the emergency MU fuel-line cut-off device on some locomotives, FRA strongly recommends that the following safety precautions be taken:

1. All railroads must inspect all locomotives to determine if the emergency MU fuel line cut-off device is located in such a position in the locomotive cab that it can be inadvertently activated by the engineer. If the device is located in such a position, the corrective action in accordance with paragraphs 2 and 3 must be initiated.

2. Relocate the cut-off device to a location where the device can not be unintentionally activated, or protect the cut-off device in a housing that prevents unintentional activation.

3. Until the improvements listed above are made, these locomotives must not be operated in the controlling or lead position.

FRA recognizes that there may be operational conditions under which these locomotives, while in the trailing position, must be occupied by employees. Under these circumstances, the engineer's seat must remain unoccupied to the greatest extent possible. If such trailing locomotive is to be occupied, the conductor must brief all occupants as to the location of the cut-off device and the need to avoid all contact with it.

Issued in Washington, D.C. on January 17, 1997.

Bruce Fine,

Associate Administrator for Safety.

[FR Doc. 97-2300 Filed 1-29-97; 8:45 am]

BILLING CODE 4910-06-P

Saint Lawrence Seaway Development Corporation Advisory Board; Notice of Meeting

Pursuant to Section 10(a)(2) of the Federal Advisory Committee Act (Public Law 92-463; 5 U.S.C. App. I) notice is hereby given of a meeting of the Advisory Board of the Saint Lawrence Seaway Development Corporation, to be held at 2:00 p.m., February 19, 1997, at The Breakers Restaurant, 1 South County Road, Palm Beach, Florida 33480. The agenda for this meeting will